



A SHORT REVIEW: THE SITUATION OF PIRACY IN THE WORLD AND PROPOSED SOLUTIONS FOR PREVENTION

Quoc Tien Le

Vietnam Maritime University, Haiphong city, Vietnam

*Email: letien@vimaru.edu.vn

ABSTRACT

Nowadays, piracy is not a concern of people working in maritime trade field only or a concern of particular country. In the trend of strong globalization in the current period, when commodity exchanges between countries around the world grow faster than ever, threats to maritime security are truly an international problem. The situation of piracy is always concerned because it directly affects the economy, the safety of people. This article assesses the status of piracy at “hot area” such as the Somali and Malacca Straits, thus analyzing the trend of activities and proposing timely action solutions to minimize piracy, ensuring maritime security in the region and global.

Key words: Piracy, assessing piracy activities, status of piracy, geographical distribution of pirates.

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1. INTRODUCTION

Sea and ocean are considered "bridges connecting continents together", the sea and ocean environment become very large transportation routes and an important role in the trade exchange of nations [1][2]. However, at present, the marine environment is facing enormous pressures such as marine environmental pollution due to waste and discharging activities of fleets operating on the sea [3][4]. In response to this situation, the International Maritime Association IMO has agreed very strict regulations on the amount of NO_x [5][6][7] and SO_x emissions from ship engines [8][9]. That has forced shipping companies to convert technologies that use ultra-low sulfur fuels [10] or use alternative energy sources [11]. In addition, the fleet was subjected to numerous provisions in SOLAS 73/78 on the control and prevention of marine pollution from wastewater and waste oil [12][13]; Convention on preventing oil spill hazards [14]. Therefore, technical and legal solutions are constantly being proposed and applied to ensure the reduction of marine environmental pollution [15][16], which leads to huge pressures for shipping companies to reduce the number of crew members

on the ships having huge cargo and asset capacities [17]. That has created more attraction with pirate groups than ever before. Because the number of piracy is increasing that has sophisticated tricks, lumpen and organized actions [18].

The global maritime industry is really being threatened by criminal elements such as piracy and terrorism, although both types of crimes bring concerns to maritime security, they come from different reasons [19]. Along with the process of increasing globalization, the international marine economic sectors have developed rapidly, especially in the marine transport field with the significant increase in the ships system and number of cargo transport [20]. However, the issue of ensuring security and safety for the international maritime economic sectors, especially in the Asia-Pacific region is facing many difficulties due to piracy and armed robbery which develop parallel [21]. The problem of piracy and armed robbery has long been associated with the development process of marine economic sectors such as the maritime industry, maritime transport ... Most of the world's seas have appeared this problem. The action is considered a pirate is then an act of violence or even just an intention to target sailors and passengers on board or aeroplanes on the sea areas [22]. When mentioning piracy, we often just think about the means of ships, but if violent actions aiming aeroplanes are on the sea areas, it is considered piracy. If pirates use aeroplanes as a vehicle to attack any ship at sea, it is also pirate action, even though pirates do not use the maritime specialized vehicle to perform their action. To understand this law, it is necessary to understand what the sea is. The sea is the outside area of the 200 nautical miles of the exclusive economic area of each country [23].

Piracy is identified when violent actions take place in the sea areas or in non-jurisdictional waters of any country [24]. If that action occurs within the jurisdiction of a country, this action is considered an act of the armed robbery at sea. The piracy issue is always concerned because it directly affects the economy, the safety of people life. The frequent operation of this type of crime is counted with the frequency that is equivalent to the crime occurring on land. The attacks tend to increase, the level of increasingly cheeky and violent piracy requires countries to take effective preventive measures. However, piracy is not so simple, it occurs in the changed direction, especially changes in geographical distribution. In the past decade, the media just focused only on “hot areas” like Somalia. Currently, the Malacca Strait in Southeast Asia is the place being the most attacks recorded. Thus, it is necessary to research the trend of this activity, thereby providing a timely action to minimize piracy, ensuring maritime security in the region and globally [22].

The article focused on assessing piracy activities, it does not mention data about an armed robbery at sea and maritime terrorism. The scope of the research is the analyzation of statistics on the situation and geographical distribution of piracy in the global between 1994 and 2018. The research will divide the data group into two periods 1994- 2009 and 2010-2018. Then, the comparison of changes in geographic distribution of piracy and trend forecasting up to 2025 is proposed, solutions to mitigate piracy activities are proposed.

2. IDENTIFY THE CAUSES OF PIRATE FORMATION

Most piracy is a type of opportunistic crime. Piracy is like other types of crimes, avoiding operating in difficult environments. If prevent factors is inefficient, the number of piracy cases and the severity of attacks will increase highly. The main reasons for piracy are social acceptance, lack of legal enforcement, chronic unemployment, and the opportunity to enforce crimes all play a role in piracy [25].

The first reason is acceptance of social for pirate activities, transportation through an area where the local government imposes an unofficial tax on passing ships, even in modern society. It is worth mentioning that sometimes operating through local ports, the phenomenon

of stealing items, equipment or goods on board. In many countries, the public accepts the default existence of piracy. Especially in countries where the economy is struggling, even making money with pirates has become a career to earn a living [26].

The second reason is the chronic unemployment rate. In this case, we are not talking about the types of unemployment that are familiar to residents of developed countries, chronic unemployment in developing regions means that a fine job can never be found. Therefore, some people just find informal jobs and there are very few opportunities that can find a legitimate career in the future.

The third reason is that there is no effective legal enforcement. There are currently no international conventions or regulations that clearly state the use of force or measures to combat pirate attacks. As a consequence, in international waters, the laws governing the use of force will be the flagship government and the captain, crew and security forces must obey at all times. According to the recently published IMO guidelines, when ship owners or ship operators consider the decision to allocate armed security forces on board, consult with the flagship government to ensure that any legal procedure is met [25].

3. STATUS OF PIRACY IN THE WORLD FROM 2008 TO 2018

3.1. Piracy in Somalia

The decline in the number of piracy in Somali has brought global numbers for pirate and armed robbery at sea down to 233 this year - the lowest third quarter since 2008. In the first nine months of 2012, already there were 70 Somali attacks against 199 for the corresponding period of 2011. As of September 30, 2012, Somali piracy was suspected of holding 11 ships to ransom with 167 hostages on board [27]. Figure 1 shows that the number of attacks by Somali pirates has decreased significantly since 2012, but since 2015 the trend has increased again [28].

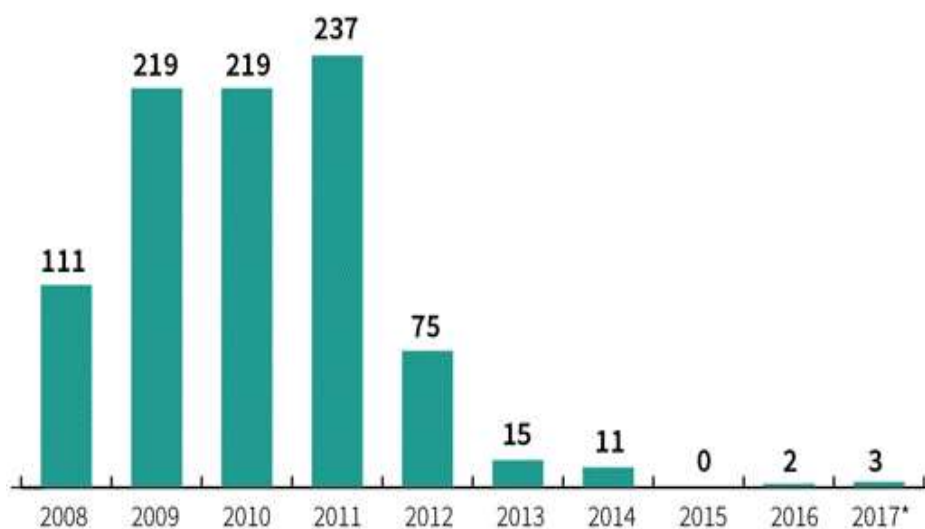


Figure 1. Attacks (actual and attempted) by Somali pirates [30]

Piracy has caused damage to the shipping transportation industry and governments up to \$ 7 billion in 2012 [29]. However, suddenly, piracy stopped. The last piracy occurred on a merchant ship in May 2012 and lasted until now. Currently, Galmudug has no governor and regional government trapped in a survival battle to against Ahlu Sunna Waljama, a local Muslim militant. The Puntland government is more capable but is having problems paying security forces. The Islamic state is conducting intrusions. And both, like the rest of Somalia,

are suffering from a severe drought. Young men are easy prey for organized gangs to carry out pirate activities, especially those in coastal towns, who have long complained about illegal fishing which the international community has turned a blind eye in Somalia waters [25]. Observers should be cautious when say that pirates are returning, Timothy Walker of the Institute for Security Research warned- because this problem has never really disappeared. Those gangs are still active like faction militia groups plaguing Somalia on land. Many gangs are still involved in other types of criminal activity, such as drug smuggling.

3.2. Piracy in the Gulf of Guinea

Piracy in the Gulf of Guinea are becoming increasingly dangerous (34 incidents from January to September 2012, up from 30 in 2011) and were pushed West from neighboring Benin Togo [31]. In recent years, the Gulf of Guinea has become the focus of piracy in Africa. In the first six months of this year, in the Gulf of Guinea - where the ship MV Glarus was attacked - there were 29 pirate incidents with 6 kidnapped crews, accounting for more than 40% of the total number of global piracy incidents. In 2017, in total 16 boats attacked by guns in the world, Guinea Bay recorded 7 incidents [21].



Figure 2. Pirate attacks increase in Gulf of Guinea [32]

Figure 2 shows that 66 attacks against ships in Africa in the first quarter of 2018 highlight a surge in global levels of piracy and armed robbery at sea, according to the International Chamber of Commerce's International Maritime Bureau (IMB). Figures in Q1 2018 are up compared to 43 incidents for the same period in 2017, and 37 in Q1 2016. The Gulf of Guinea accounts for 29 incidents in 2018 Q1, more than 40% of the global total [30]. The kidnapping occurred from September 22. The pirate group attacked the ship and destroyed communication equipment in the waters near Bonny Island when the ship was in the process of carrying wheat from Lagos to the port of Harcourt, southern Nigeria. On October 28, 2018, Swiss officials said that 12 crew members who are kidnapped off Nigeria last month in one of their ships were released. This is one of six pirate cases that kidnapped crew members in the Gulf of Guinea, an area in the Atlantic Ocean in southwestern Africa, from the beginning of the year. The Gulf of Guinea is the area where piracy is the most popular in the world. The International Maritime Agency said all six pirate abductions of the crew in the first half of 2018 occurred in this bay. Offshore pirate gangs in Benin, Nigeria and Togo are armed with dangerous weapons and often use ships which are large enough to take the loot.

3.3. Piracy in Southeast Asia, Malacca Strait

Extending from the western corner of Malaysia to the tip of Indonesia's Bintan Island, the Malacca Strait is considered one of the most popular high-speed maritime routes in the world.

Each year more than 120,000 ships of all kinds cross this strait, contributing one-third of global sea trade. The Malacca Strait in Southeast Asia is the busiest maritime route in the world. This strait connecting the Indian Ocean and the South China Sea is an area being more than half of the world's seaborne trade goods pass through, being more equivalent than 55 million tons of goods and pirates also operate very aggressively in this area [19].

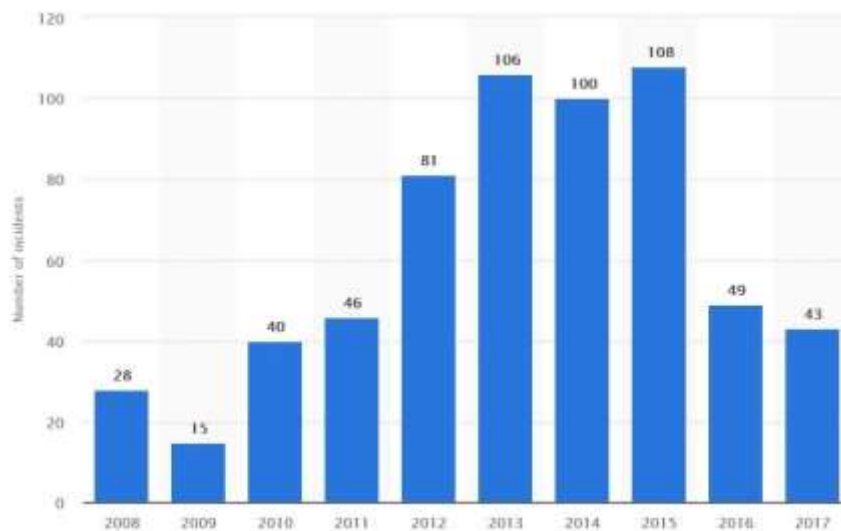


Figure 3. Number of actual and attempted piracy attacks in Indonesia from 2008 to 2017 [33]

Vietnamese ships were victims of piracy in the Strait of Malacca. In October 2014, Sunrise 689 was attacked while carrying 5,226 tons of oil from Horizon port, Singapore to Cua Viet port, Vietnam. After two months later, the VP ASPHALT 2 ship with 16 crew members, carrying asphalt from Singapore to Vietnam was attacked by pirates and the crew members were seriously injured [34].

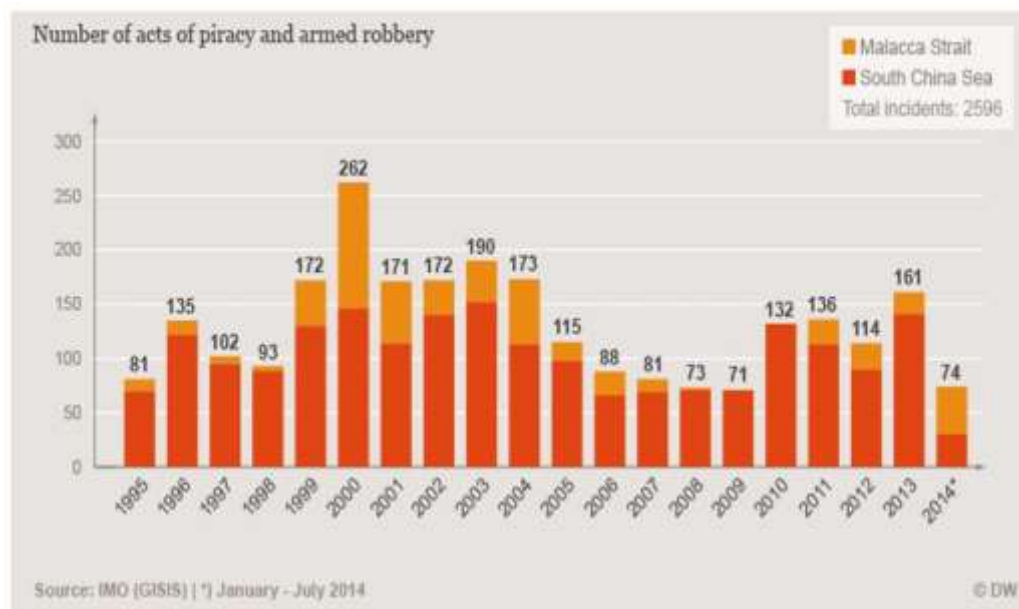


Figure 4. Piracy in Southeast Asia 1995-2014 [35]

The waters of Southeast Asia, especially the Straits of Malacca and Singapore, has main transport routes. Nearly half of the world's oil and many of China and Japan 's imported

energy products are carried through these waterways. With a large area and a supposedly thin security system, this sea is becoming the world's number one hot spot for piracy and armed robbery [21]. This area happened 41% of piracy attacks globally between 1995 and 2013, causing losses of up to \$ 8.4 billion annually. According to the International Maritime Bureau (IMB), in the first quarter of 2015, there were 54 piracy cases in the world, including over half of the cases were concentrated in Southeast Asia. Vietnam is also witnessing an increase in armed robberies, [20] in particular, many strange ship attacks on Vietnamese fishing vessels using illegal weapons to steal, robbery and threaten to cause hurt. The most typical is the attack on December 7, 2014, Vietnam ship VP Asphalt 2 [16] carrying 2,300 tons of asphalt and 16 crew members on the journey from Singapore to Vietnam were controlled and 1 crew member was shot seriously, 15 others were tied up. Notably, the area occurring this attack was very close to the position of the 689 Sunrise ship which is robbed in October 2014. This has once again raised an alarm about the increasing piracy that is causing concern for all vessels operating through this area.

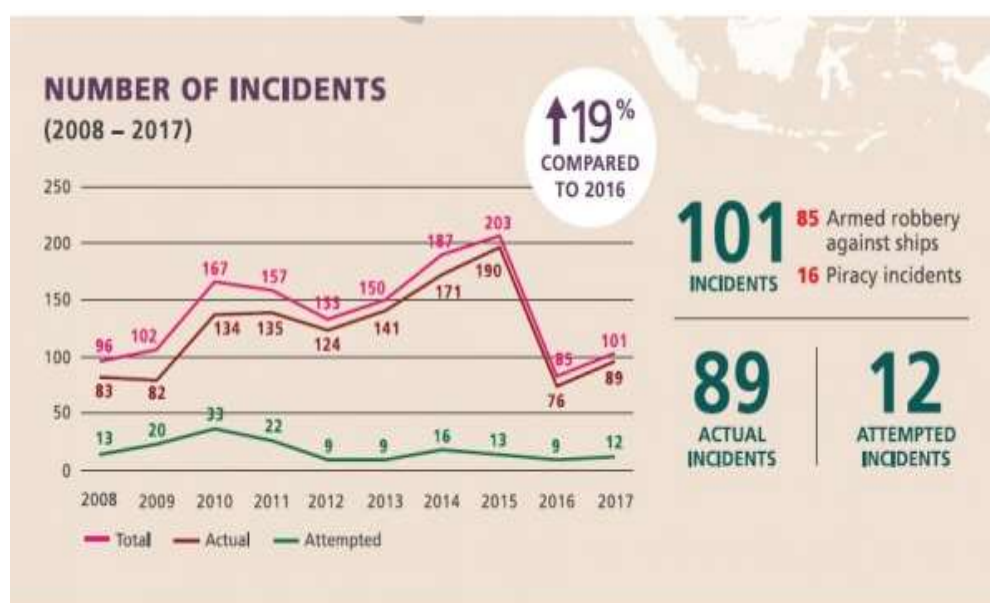


Figure 5. Annual Report of Piracy and Armed Robbery against ships in Asia [19]

ReCAAP ISC reports a 19% increase in number during 2017 (compared with 2016) in its Annual Report of Piracy and Armed Robbery against ships in Asia (Figure 5). ReCAAP ISC also presents the areas where the most incidents occurred and those which were the safest [30].

In Southeast Asia, pirates are prone to robbing ships to steal oil from slow-moving tankers, rather than taking a ransom hostage. They seized the tanker, left their boat on a mother ship and took all the fuel, then dropped the mother boat with their equipment, destroyed the ship and sometimes they injured the crew members seriously. Although a sea area in Southeast Asia is rarely mentioned in the media, it is being considered the riskiest place in the maritime world. It is the Sulu Sea - Celebes, including waters around Indonesia, Sabah State - Malaysia and the Philippines.

It is worrisome that the pirates operated method is increasingly cheeky. Previously, attacks were primarily aimed at slow moving vessels, such as barges that filled coal from Indonesia to the southern Philippines and fishing boats. Over time, pirates or criminals target even larger vessels in the region. For example, a large cargo ship with a Korean flag was attacked in southern Philippine waters in October 2016.

4. ASSESSMENT OF CHANGES IN THE GEOGRAPHICAL DISTRIBUTION OF PIRATES

4.1. Number of piracy cases

Governments and international organizations deployed naval forces and coastal patrols, while shippers equipped their ships with barbed wire, cannons and armed guards, as well. Governments and international organizations deployed naval forces and coastal patrols, while shippers also equipped their ships with barbed wire, water hoses and armed guards. They also changed the train route and increased their speed to prevent piracy risks. The result is a sharp decrease in piracy in the Somali region. Therefore, the cost of piracy attack insurance in the Horn of Africa is greatly reduced, and it is considered free at times. Meanwhile, at the peak of Somali piracy, the annual cost of pirates - including ransom, insurance premiums, stolen goods, protective ship measures, and ships replaced switching routes around the Cape of Good Hope and naval intervention - has been estimated at \$ 7 billion at \$ 12 billion, according to Beyond Piracy Ocean.

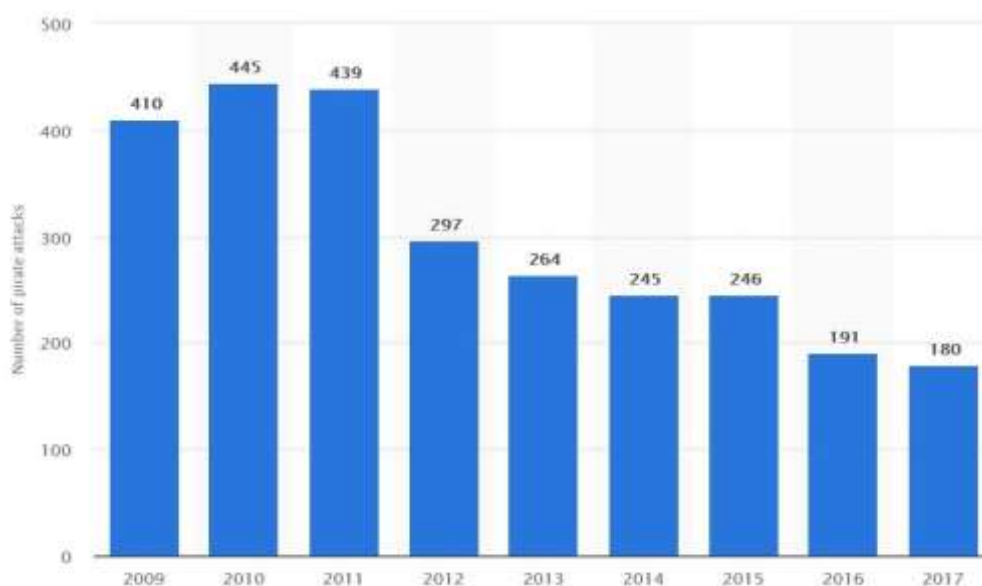


Figure 6. Pirate attacks on ships worldwide in 2017, by nationality of the shipping company [34]

However, these measures have no effect on piracy in Southeast Asia, which is shown in reports of the number of piracy that increased dramatically in this region by four to six times the number of piracy cases occurred on the Guinea Gulf region and the Indian Ocean. Specifically, the above Figure 7 is a statistic on the number of piracy incidents occurring in each region. It is worth noting that in 2014, the whole world had 245 incidents caused by pirates and incidents involving piracy in the world, including 183 cases occurred in Asian waters. This is equivalent to 75% of the total number of global cases. Worldwide Incidents 2018: 174 reported incidents (updated on 6 November 2018). They focus specifically on the following six key locations: Indonesia, Malaysia, Nigeria, Malacca Strait, Bangladesh and India [35]. In 2014, Southeast Asia witnessed 141 piracy cases, including up to 100 incidents occurred in the waters around the Indonesian territory. So this figure is much larger than the total of 11 cases caused by Somali pirates. It is true that Asia is the “hot area” of piracy in the world [18].

 = Attempted Attack
  = Boarded
  = Fired upon
  = Hijacked
  = Suspicious vessel



Figure 7. All piracy and armed robbery incidents reported to IMB Piracy Reporting Centre during 2018 [36]

4.2. Attack target

IMB particularly emphasize that tankers are the No.1 target of pirate gangs. The first reason is pirate activities in the past mostly concentrated in Asia, mainly in Southeast Asia. If the Somali pirates' method is kidnapping extortion, in Asia, pirate gangs' purpose is taking goods on the ships to sell for money. This is a potential area for pirates with many of the world's important shipping routes such as the South China Sea, Malacca Strait where a half of international trade and especially 1/3 of the world's oil is transported through. Another reason why Southeast Asian pirates prefer to rob oil rather than taking a ransom hostage: Attractive oil prices (\$ 900 / ton MGO light oil on the free market) are easy to sell. It is difficult to trace oil in the market because pirates need only mix the type of looting oil into legal oil. If pirates attack smoothly on an oil tanker, they can earn two million dollars [33].

4.3. The level of violence

International Maritime Bureau (IBM) also recorded, compared with 2013, the activities pirate gangs were the more cheeky and violent due to increased human damage. Although the number of piracy cases in 2014 was less than in 2013, the number of deaths was 4 and the number of hostages was 442, being significantly higher than the corresponding figure in 2013 of only 1 death and 304 people taken hostage [28].

4.4. Implementation methods

Pirates at the port: When the ship is in port, directly attached to the dock or carrying another shipboard, pirates often choose the method to board the ship that no one can see them. They climb the tie rope or anchor chain, or by using grappling hooks and aluminum ladders to climb the ship and get on deck.

Pirates when ships anchored: The attack on anchor ships has the same characteristics as ships anchored at ports, although Pirates need to have an additional capacity to move on water to gain access to the ship [37]. This type of attack occurs while a ship is anchoring, or unloading into a barge or other vessel, or while waiting for a dock. It is usually implement from small boats seeking protection in the dark. The pirates boarded the ship with tails, grappling hooks and / or with aluminum ladders to climb up and get on deck or by climbing already anchored

Pirates on a short stretch: This method is basically very simple, although there are some exceptions need to consider. The criminals were hiding on one side of the ship in a small boat. Therefore, they can quickly reach the same speed as the ship they are trying to rob (there are assumptions that they have managed to gain access to a ship at 18 knots) [38]. This approach often occurs at the tail, avoiding the sides or the bow because they can be seen, thus losing the element of surprise. After board on the ship, they captured the sailors' bridges, dining rooms and crew's cabin by using great skills in their actions in general, pirates attacked or immobilized sailors. Then they went to the captain's cabin and opened it or forced the captain to do it [39].

Piracy happens for a long time: This is one of the types of incidents which most of them probably look like pirate activities in the past. In these cases, the pirates can rob boats or territorial waters or not. The sailors were defeated; the ship was controlled by pirates [40]. This situation lasted for a number of days until the goods were completely unloaded then the sailors and the ship were released.

5. THE CAUSE OF THE CHANGE IN DISTRIBUTION PIRACY ACTIVITIES

It is important to mention important efforts by legal method. The United Nations has passed a number of resolutions that changed the legal basis to prevent pirate attacks. Now, the world community has the right to seize pirate ships in the territorial waters, as well as to chase piracy on Somalia's mainland. This allows for the ultimate destruction of pirate lairs [41].

An equally important factor to mention is that the international navy's anti-robbery activities have led to a sharp decline in Somali piracy. With the advent of the Combined Task Force-CTF (short for Combined Task Force), international naval patrols led by the North Atlantic and European Union Treaty have helped increase security, security, including the permanent presence of at least 20 warships in the area. These ships will ensure the establishment of a security corridor throughout the area and help to hunt for pirates. These ships are supported by US drones, which will warn whenever Somali pirates are found out [42].

Meanwhile, the shipping industry has also widely adopted recommendations against robberies for ships passing through sensitive areas. For example, ships are advised to lift ladders and increase observation. Transport companies also hire more armed guards to escort them and to protect them on the most dangerous stages of the journey.

Causes of rising piracy in Southeast Asia: When we mentioned about Africa we often refer to Somalia. However, now in Asia, we need to emphasize that robberies in the Strait of Malacca and the region near the Indonesian waters has increased by 700% only in the last 5 years. The Malacca Strait is managed by all three countries: Indonesia, Malaysia and Singapore. With a width of nearly 900km, this “bottleneck” receives 120,000 turns of ships, accounting for one third of worldwide shipping or half of transshipment oil [43][44]. Each side has labyrinths of trees and forests that are the ideal place for pirates to lurk, stalking prey as big and slow tankers. When ships pass through the Malacca Strait where the number of large ships operate and sea level is not deep, large vessels move slowly and turn themselves into good prey for pirates riding speedboats [45]. Due to the abundant profit potential and limited control of competent forces, this is the area where many pirate gangs are concentrated. It is need to reminded that unlike Somali pirates who often kidnap crews and ransom, pirates in Southeast Asia are only aiming to rob goods on board that their first target is fuel tankers [46].

An important reason for the high number of piracy incidents in this region is the lack of close coordination of countries, particularly the three countries that directly manage the Strait

of Malacca. Among Singapore, Malaysia and Indonesia, only Singapore is the most active in participating in strengthening piracy prevention. ReCAAP-The Regional Cooperation Agreement on Anti-Piracy and Armed Robbery has the participation of 20 countries. However Indonesia and Malaysia are 2 out of 3 countries in the “hot area” which are not a member. Further co-operation measures are needed between the three countries as well as the international community's cooperation to prevent piracy rising in the region [47].

6. PROPOSING SOME SOLUTIONS

In fact, international law stipulates that countries are obliged to cooperate in suppressing piracy, armed robbery and these countries are given some rights to arrest pirate ships and crime. Based on the provisions of the international legal system as well as the responsibility of a coastal state, countries in the Asia-Pacific region have many initiatives to deal with piracy and armed robberies, from multilateral international cooperation to bilateral and unilateral efforts to carry out the prevention, struggle and prevention of the countries concerned. The Regional Cooperation Agreement on Anti-Piracy and Armed Robbery (ReCAAP) is a multilateral cooperation mechanism signed on 11/11/2004 by 16 Asian countries [48] and takes effect from April 10, 2006. The agreement requires the signatory states to implement the following contents: Preventing and suppressing piracy and armed robbery against ships; Arresting pirates and those involved in armed robberies on boats; Confiscation of boats and aircraft used for piracy or armed robbery against ships; Rescue ships in distress and victims of piracy and armed robbery on boats. In addition, the signatory states commit to enforce the agreement to the best of their ability, in accordance with their respective laws and regulations, as well as depending on the available resources or the potential of each country. For that purpose, the signatory nations are required to work together to combat activities of piracy and armed robbery of ships in Asia [49].

First, the coordination through the Information Sharing Center (ISC) [50]. Accordingly, each ReCAAP contracting party appoints a focal point responsible for communicating with ISC and must ensure smooth communication between designated focal points with competent authorities in other countries. , including rescue coordination centers as well as related non-governmental organizations. Each contracting party must make every effort to require vessels, ship-owners, and boat operators to promptly notify the relevant national authorities including focal points when necessary about clashes with pirates or armed robbers against boats [51]. The signatories to the ReCAAP are required to quickly inform about the impending threat, or a clash with a pirate or armed robbery. Countries that receive information from the ISC must issue alarm alerts to all vessels in the area .

Second, using legal and judicial measures, including extradition and mutual legal assistance. According to the ReCAAP, a contracting party must try to extradite pirates to other treaty-signing parties that have jurisdiction and provide legal support among members on criminal matters including submitting evidence related to piracy and armed robbery on boats at the request of the other signatory [52]. However, all these efforts should be based on the national laws and regulations of the relevant signatories.

Third, capacity building, including technical support as well as training and education programs to improve technical skills, combat coordination capabilities. ReCAAP requires signatories to cooperate at the highest possible level in order to improve their capacity to prevent and suppress piracy and armed robbery on boats. In addition, ship owners need to improve their capacity [53] and improve the power plant of the ship to maximize the output power and help the ship achieve the desired speed when it wants to escape the pursuit of pirates [54][3]. In order to implement the above option, it is necessary to install new generation marine diesel engines [55] that can use biofuels [54][15] in order to reduce

emissions to meet the stringent requirements of IMO [56] and to reduce operating costs [57][58], it leads to competition and compensation for armed equipment that must be installed to combat piracy. Moreover, the development of marine economy with improved policies of countries should have a clear orientation and long-term strategy for sustainable development of the marine economy through the development of new materials [59][60] in the ship building in order to aims to lower initial costs and protect the ocean environment.

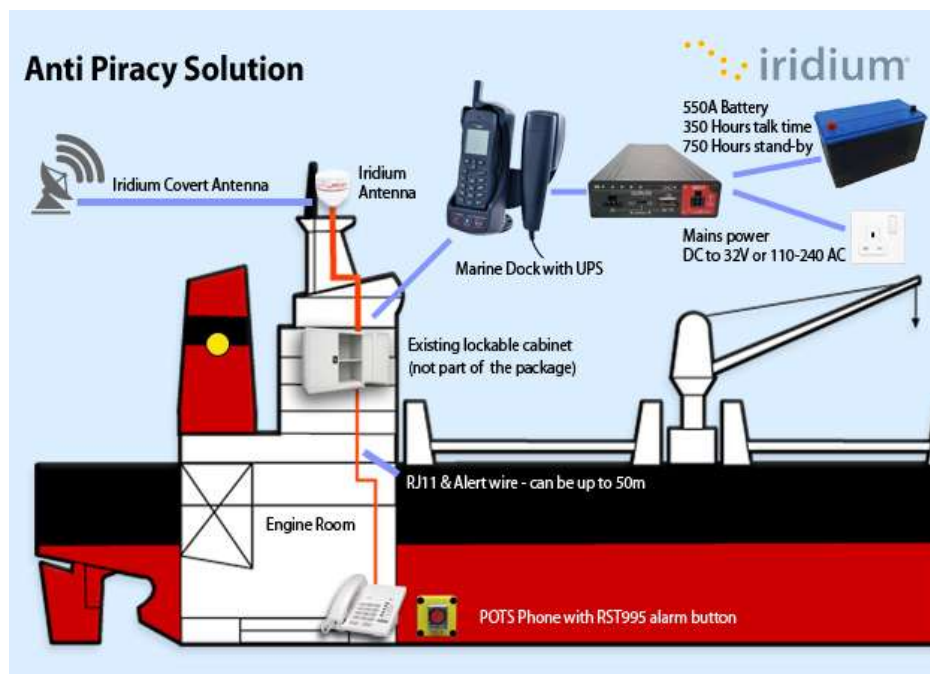


Figure 8. Some anti-piracy solution by information-technology [26]

Currently, most piracy and robbery cases often occur on the overlapping waters among countries in the region, because overlapping waters are often less patrolled, inspected and controlled against pirates. Meanwhile, the issue of maritime delimitation among countries has not been resolved, sovereignty claims, sovereignty rights and jurisdiction over overlapping waters are sometimes more concerned [61]. Any military action to deal with cases that occur in common waters, areas bordering countries in the region such as unilateral patrols at sea, live ammunition maneuvers and use of Escort ships will also be controversial and escalate stress on territorial sovereignty. Besides, sovereignty claims, sovereignty rights and jurisdiction over overlapping waters are sometimes more concerned. Any military action to deal with situations in the common sea, areas adjacent to regional countries such as unilateral patrols at sea, ballistic maneuvers and use of corvettes will also be controversial and increase tensions about territorial sovereignty [62]. Instead, an institutional system of joint patrol cooperation on the overlapping waters could be a much more effective way to contribute to the fight against piracy and armed robbery [28]. Therefore, in the coming time, the community of Southeast Asian countries should actively deploy more joint patrols, contributing to maintaining stable peace and order in the adjacent waters. overlap. The presence of naval forces in the region's countries implementing patrols on adjacent waters will be an effective solution to piracy. Instead, an institutional system of joint patrol cooperation on the overlapping waters could be a much more effective way to contribute to the fight against piracy and armed robbery [63]. Therefore, in the coming time, the community of Southeast Asian countries should actively deploy more joint patrols, contributing to maintaining stable peace and order in the overlapping adjacent waters. The presence of naval

forces in the region's countries implementing patrols on adjacent waters will be an effective solution to piracy [64].

For the Strait of Malacca, it is necessary to cooperate on decentralized management of specific areas, avoid vacant seas where authorized force of patrol is not inspection and control, especially for authorized forces of Indonesia, Malaysia and Singapore [40]. However, in fact, the information sharing is still difficult, so the cooperation in fighting against piracy and armed robbery has not been effective [65].

In situation of the ship is left behind by a pirate attack, the ship and the victims no longer operate normally as a result of the attack, after receiving the emergency signal of the distressed vessel or another reliable news source about the ship, the victim is in need of emergency ..., countries in the region need to make efforts to deploy rescue forces in the fastest way to save ships and victims [66-68].

For the case of robbery happening in international waters, it is necessary to mobilize the functional forces of the country that ReCAAP members are able to control the fastest forces to suppress piracy and save the victims. If it happens in any jurisdiction of any country, that country is responsible for saving the ship and the victim, In case of inability, it is possible to request the assistance of another member state through the Agreement's information sharing center [22].

7. CONCLUSIONS

It is the place where exciting international maritime economic activities are taking place with important maritime routes, arteries of the world, the Asia-Pacific region, especially in the Southeast Asian waters that are facing increasingly complicated piracy problems and significantly affecting the maritime security of the region and at the same time threatening the development of shipping industry. In that situation, countries in the region have taken appropriate steps in cooperating to fight piracy, armed robbery such as cooperation in information sharing against piracy, joint patrol ... and have been achieved certain results.

However, in order to have comprehensive and specialized solutions in the field of fighting against piracy and armed robbery in the region, in the coming time, countries need to further promote international cooperation to jointly develop legal framework and law enforcement capacity, organize joint patrols and seminars to share experiences and explain issues that still exist many other views together. At the same time, the parties also need to improve their cooperation capacity in the protection of ships when being attacked and armed robbers, strictly controlling the source of labour and goods markets in regional countries.

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